

PACIFIC

## Commercial Advertiser

WALTER G. SMITH - EDITOR

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## THE JONES VERDICT.

The verdict of "not guilty" in the Jones-Parmenter murder case is regarded as a miscarriage of justice. Those who have followed the evidence with the intellectual ability to sift it which serves, under our jury system, to disqualify them from passing officially on such cases, feel sure that Jones killed Mrs. Parmenter while sane enough to know the difference between right and wrong; and that this fact ought, in fair play to society, to be enough to secure his conviction and punishment. When a man is sane to the extent that, after killing a person he hates, he seeks to escape and shows a clear head in picking his route and utilizing such chances as offer themselves, and even schemes adroitly to get the reward of arrest for his family, he is enough of a moral agent to be responsible for his acts. It may be admitted that Jones was eccentric and that he lacked a balance wheel, especially when he was plying with liquor; but everybody who employed him in the generation which elapsed from the time he had the fever which the defence said was the beginning in him of insanity, regarded the man as responsible for what he did. No one had tried to send him to the asylum; he had had no treatment for mental weakness; he was with us from day to day as a man among men. If, all this time, he was out of his head, a character privileged to do murder and escape the consequences, then society, which is full of such people, is in hourly peril of its life. When a man wants to commit murder all he needs to do is to act strangely, prove that he is ill in childhood, and then go ahead and slay. An accommodating jury of the sort that never reads newspapers or forms opinions or knows right from wrong, may be counted on to do the rest. This, in brief, is the lesson of the Jones verdict, as the intelligent public interprets it, and it points to a fatal weakness in our jury laws; a weakness which is responsible for the disparity, in the United States, between some ten thousand murders per annum and some three or four hundred legal executions.

Justice Brewer of the Supreme Court has lately attacked the American jury system on these and other grounds and has proposed, in its place, a permanent bench of jurors, organized like a bench of judges, out of like material and as well paid. In ancient times trial of offences was held before the wise men of a city; in our improved civilization it is likely to take place before twelve of the most irresponsible men to be found in the lower levels of citizenship; or if not twelve, at least a majority out of twelve. Because of this the law has little terror for a well-defended criminal. It even passes a Jones, red-handed and acute of brain, into the ranks of injured innocence. Who is the next murderer to be sent free with a clean bill of moral health? Perhaps another one who, in a mere insanity trial, could clear himself as easily as Jones could from any suspicion of mental weakness, but who, in a criminal trial, would cite his share of the common infirmities of men to prove himself mentally irresponsible.

If Admiral Evans' fleet does nothing in regard to Colombia and returns to Cavite as now directed, it will have still made a record which will be helpful in backing up American diplomacy. In naval matters mobility is power as well as structural integrity and gun equipment. That a big fighting fleet can be sent from one distant point to another in a few days' time arriving with everything in repair and ready for another long trip with possible war at the end of it, is a fact to be taken account of by those who would challenge the supremacy of the United States. Many nations have fleets that they don't, and perhaps can't, do much with, and the sea-going efficiency of which is doubtful; but the United States has pretty conclusively proved by this time that its navy is a thorough-going business institution.

It is hardly likely that Colombia has made an alliance with the Latin American republics in view of a possible war with the United States. Else why did Chile, after the Panama trouble had begun, sell its newest and best battleships to England?

The Duke of Norfolk is to be congratulated. He might have come to America and hunted a fortune to some purpose, but he chose to marry at home and in his own rank of life. We suspect that the Duke of Norfolk is an English gentleman.

And so Honduras thinks of revolting. Uncle Sam might as well put it on the annexation list so as to prevent disturbances near the canal. Honduras is certainly worth the trouble.

## THE SUNDAY ADVERTISER.

The leading naval features in the Sunday Advertiser will be a write-up of the Oregon, handsomely illustrated, and a half-tone view of the fleet in the harbor made from Rice & Perkins' splendid panoramic photograph. Other specialties will be a fresh contribution by famous Col. Tom Fitch, for forty years the silver-tongued orator of the Pacific Coast; a little known letter of Mark Twain's to Queen Victoria, in which the peculiar humor of America's greatest fun-maker shows at its best; a gossip San Francisco letter from S. Marion Weekes; the usual social and commercial reviews and miscellany, and full installments of local and cable news. The festivities at the Hawaiian Hotel this evening will be fully reported. The Sunday Advertiser will be newsy, spicy and pictorial.

## OUR FOREIGN TRADE IMPROVING.

Exports of manufactures in October seem to show something of the expected revival in that branch of our foreign commerce. The total exports of manufactures in October, as shown by the reports of the Department of Commerce and Labor through its Bureau of Statistics, amount to \$37,558,675. This is a larger export than in any preceding October, except that of 1900, and even in that banner year of exports the total was less than \$100,000 above that of October, 1903. The increase over October, 1902, is about \$1,500,000; over October, 1901, \$3,000,000, and is more than double the total for October of 1893. Most of the principal articles of manufacture show a slight increase in October 1903, compared with October, 1902. Agricultural implements show a gain of over \$40,000, compared with the same month of the preceding year; cars and carriages, about \$25,000; clocks and watches, \$45,000; copper manufactures, \$450,000; scientific instruments, \$130,000; steel rails, \$113,000; wire, \$35,000; sewing machines, \$75,000; iron and steel manufactures of all kinds, \$318,000; boots and shoes, \$156,000; leather of all kinds, \$419,000; mineral oil, \$604,000; manufactures of tobacco \$50,000; manufactures of wood, \$50,000, and manufactures of wool, \$140,000. Cotton manufactures show a slight reduction, the total exports for October, 1903, being \$2,005,650, against \$2,689,076 in October of the preceding year. This reduction occurs almost exclusively in exports of cotton cloth to China of which the total for October, 1903, was 9,370,600 yards, valued at \$414,156, against 20,472,678 yards, valued at \$1,036,726, in October, 1902. The figures for October, 1903, however, compare favorably with those of the corresponding month in years preceding 1902 in which the exports of cotton cloths to China were extraordinarily large by reason of the small importations during the disturbances of 1901.

On the import side manufactures show a slight decrease as compared with October, 1902. Articles of voluntary use, luxuries, etc., are for October, 1903, \$11,242,417, against \$11,676,126 in October, 1902. Articles manufactured ready for consumption in October, 1903, are \$14,375,375, against \$14,540,799 in the corresponding month of last year, and articles wholly or partially manufactured for use as materials in the manufactures and mechanic arts are \$12,843,890, against \$13,348,145. Iron and steel manufactures, of which the importations had been unusually large, show a marked reduction, the total for October, 1903, being \$2,552,380, against \$4,149,631 in October of last year. Articles in a crude condition for use in manufacturing also show a reduction in October, 1903, as compared with October, 1902, in which the total was the largest for October in the history of our import trade.

The figures of exports of manufactures for the ten months ending with October show a condition quite as satisfactory as those relating to the month of October only. As has been already indicated, the October exports of manufactures are larger than those for the corresponding month of any preceding year except 1900, and this may also be said of the ten months ending with October, in which the exports of manufactures were \$384,688,560, a larger total than for the corresponding ten months of any earlier year except 1900.

The table which follows shows the total exports of manufactures in October, and in the ten months ending with October, from 1893 to 1903:

Years.	One month ending with October.	Ten months ending with October.
	Dollars.	Dollars.
1893 ..	16,680,972	146,556,413
1894 ..	15,361,093	148,739,702
1895 ..	18,778,945	164,572,481
1896 ..	23,469,182	208,276,185
1897 ..	22,249,159	234,728,097
1898 ..	25,416,046	253,177,715
1899 ..	33,864,376	311,369,173
1900 ..	37,651,337	376,247,618
1901 ..	34,425,130	332,084,762
1902 ..	35,939,593	347,244,064
1903 ..	37,558,675	348,688,560

The condition of the Kaiser will be the subject of even graver speculation if it turns out to be true that his sister, Princess Charlotte, has cancer. That the blood of the Hohenzollerns and the Guelphs is diseased is a matter of history. Both the Emperor's father and mother, one a Hohenzol-

lern and the other a Guelph, died of cancer; and back of them has been several appearances of a scrofulous taint in the British and Prussian royal houses. What most of the royalties of Europe need is a series of marital alliances with healthy commoners, without which they are likely, in a few generations more, to become hopeless degenerates.

## CRUISERS AND THEIR RECORDS

The Cincinnati and Raleigh are sister ships of 3213 tons displacement. Launched in 1892, their original main armament consisted of one-six inch and ten 5-inch guns. They are what are known as protected cruisers, which have no side armor, but carry a curved steel deck two and one-half inches thick, over their engines. Their speed is 19 knots.

During the Spanish war the Cincinnati was on blockade duty off the Cuban coast. On April 27, 1898, together with the New York and the Puritan, she took part in the bombardment of Matanzas, the first engagement of the war. Later she convoyed Gen. Miles and his transports to Ponce, Porto Rico, on the famous occasion when that city surrendered by telephone to a small American ensign.

On the day that her sister ship was shelling the batteries of Matanzas, the Raleigh left Mrs. Bay with Dewey's squadron. She was commanded by Captain Joseph B. Coghlan, and Captain Rodman of the Iroquois was her executive officer. On the memorable first of May she was third in the line of vessels that swept back and forth before the Spanish ships and forts, and whose victory gave us the Philippines. In the fight Captain Rodman personally sighted and fired her 6-inch gun, giving the ranges to the rest of the ship. In the blockade that followed, the Raleigh was kept busy. On one occasion she was sent down the coast to capture a Spanish force, and found the German cruiser Irene anchored in the way. Captain Coghlan acted as if the Irene was not there, and sent his shells screaming over her bows in such a fashion that she did not stop to raise her anchor, but slipping her cable, hastily got out of range. The Raleigh ended her war service with the capture of Manila on August 13th.

Since the war, both the Cincinnati and the Raleigh have been given new engines and new guns. They now carry eleven 5-inch guns each, of the latest pattern.

The Albany and the New Orleans are also sisters, and are the only cruisers in the American navy not built in the United States. They were built in England for the Brazilian navy, and were bought by the United States at the outbreak of the Spanish war. They are the same type as the Cincinnati, but are much better protected, having a protective deck of three and one-half inch Harvey nickel armor. They each carry six 6-inch and four 4.7-inch guns, the latter an English size that is to be replaced by 5-inch as in the Cincinnati. The New Orleans made 21 knots on trial and the Albany 20.5. The Albany was not completed at the outbreak of the war, so by the rules of the "Alabama Award" she was not allowed to leave England after the beginning of hostilities. The New Orleans, however, was finished in time, and had some curious experiences in joining the fleet. First she was sighted by the tug Osceola while conveying a transport carrying Cuban soldiers. Judging from her unfamiliar appearance that she was a Spaniard, Lieut. Purcell of the tug ordered the transport to run, while he stood out to fight the cruiser with his one six pounder and one machine gun. Later, while the New Orleans was in the Bahama Channel on the north coast of Cuba, it is probable that she and her consort constituted the famous "spook fleet" whose presence, reported from two different sources, caused a week's delay in the sailing of our transports for Cuba.

The New Orleans participated in the two bombardments of the Santiago forts, that of May 31st under Schley, and that of June 6th under Sampson. Incidentally, she gave the United States a sharp object lesson in the inferiority of our guns and powder. Not only did she fire smokeless powder in place of the brown powder, whose smoke blinded our gunners, but her splendid Armstrong 6-inch guns, fifty calibers long, were far superior to ours of the same size, and almost as powerful as the 8-inch guns of the Oregon. It was plainly evident that we had fallen behind the European nations in the quality of our guns, and after the war this was one of the first things to be remedied.

The New Orleans was one of the fleet which covered the landing of Shafter's army in Cuba, and did blockade and scout duty during the remainder of the war.

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